

What is claimed is:

1. A motor comprising a rotor and a stator, arranged between an internal combustion engine and a transmission for a hybrid vehicle, the rotor comprising:
  - a drive plate which connects a crank shaft of said engine to said transmission;
  - a rotor base section mounted on said drive plate orthogonal to an axis of said crank shaft, and
  - a plurality of magnets having pole faces facing in a direction along said axis mounted on said rotor base section; and the stator comprising:
    - a plurality of conductive coils arranged so as to face the magnets of said rotor in a direction along said axis.
2. The motor for a hybrid vehicle according to claim 1, wherein said drive plate and said rotor base section are integrally formed by press-forming.
3. The motor for a hybrid vehicle according to claim 1, wherein a mounting section for the magnets on said rotor base section is a highly rigid section having a predetermined rigidity, and a section of the rotor base section where the magnets are not mounted is a resilient section allowing a predetermined elastic deformation.
4. The motor for a hybrid vehicle according to claim 2, wherein a mounting section for the magnets on said rotor base section is a highly rigid section having a predetermined rigidity, and a section of the rotor base section where the magnets are not mounted is a resilient section allowing a predetermined elastic deformation.

5. A motor for a hybrid vehicle according to claim 3, wherein said resilient section is provided so as to be inclined with respect to a radial direction of said rotor.
6. A motor for a hybrid vehicle according to claim 4, wherein said resilient section is provided so as to be inclined with respect to a radial direction of said rotor.
7. A motor for a hybrid vehicle according to claim 3, wherein ribs are formed in said highly rigid section for suppressing deformation.
8. A motor for a hybrid vehicle according to claim 4, wherein ribs are formed in said highly rigid section for suppressing deformation.
9. A motor for a hybrid vehicle according to claims 7 or 8, wherein a plurality of ribs are formed in said highly rigid section.
10. A motor for a hybrid vehicle according to claim 3, wherein a plate thickness of said highly rigid section is thicker than the plate thickness of said resilient section.
11. A motor for a hybrid vehicle according to claim 4, wherein a plate thickness of said highly rigid section is thicker than the plate thickness of said resilient section.
12. A motor for a hybrid vehicle according to claim 3, wherein said resilient section has apertures which induce deformation.

13. A motor for a hybrid vehicle according to claim 4, wherein said resilient section has apertures which induce deformation.